

ARTICLE 309

SOUTHWEST SECTOR POLICIES

SOUTHWEST SECTOR LOCATION AND EXTENT

The Southwest Sector is a 21-square mile area of the City of Detroit. This compares with the total land area for the City of 139.6 square miles; therefore, the Southwest Sector represents approximately 15 percent of the City's total land area. The Southwest Sector lies west of the Lodge Freeway and south of the Ford and Jeffries Freeway. The western and southern City limits, including the Detroit River and the former Detroit Terminal Railroad (now Conrail) form the other boundaries.

Nine subsectors lie within the Southwest Sector. They include Jeffries, Condon, Tireman, Hubbard-Richard/Corktown, Vernor-Junction, Springwells, Chadsey, West Riverfront, and Boynton.

SOUTHWEST SECTOR PLANNING ISSUES AND FUTURE POTENTIALS

Southwest Detroit has two outstanding economic characteristics: an exceptional concentration of very heavy industry, and a unique convergence of freight transportation modes. Weaknesses of the Sector relate to economic obsolescence in both the industrial and commercial plant. Strengths of the area include the Detroit River as a unique attraction, the fixed nature of the transport infrastructure, the availability of many sound industrial buildings, and the shopping habits of many local residents favoring neighborhood stores.

Detroit's major concentration of ports, rail facilities, truck terminals, pipelines, international crossings and associated or support facilities and organizations occurs in the Southwest Sector. This remains unchanged despite the serious and continuing erosion of the Sector's manufacturing base. Only to a limited extent can changing technology, changing corporate ownership patterns, or other evolutionary factors disperse southwest Detroit's highly significant concentration of freight facilities. In fact, prevailing economic forces actually favor continued concentration.

The Southwest Sector, therefore, will remain an area of primary economic importance, and industrial activities, within the limits of sound planning and environmental protection.

Keys to the renewal of the Southwest area will include an improved education system aimed at specific needs of the residents (including career training and the re-education of adults), a safe, secure, and healthy environment, good recreational facilities, and improved public transportation.

Social problems characteristic of the City as a whole are all represented here. Of particular concern to residents, however, is the location of such facilities as adult foster care homes and pre-release adjustment centers, among others.

□ **POLICY 309-1: *Southwest Sector - Land Use***

- Portions of Buchanan, Milford, Tireman, South Fort, and Livernois should be gradually redeveloped from general commercial uses to more residentially compatible uses.
- Promote riverfront land uses which are appropriate to their location. Correct conditions of unsafe or blighted structures.
- Care for vacant land and plan for its reuse.
- Secure more City control over the Riverfront.
- Study and address the distribution of social facilities such as adult foster care home, pre-release adjustment centers, etc.
- Establish and implement a comprehensive program for the management of toxic waste material, giving highest priority to arresting and preventing toxic waste impact on the land and people in the Southwest Sector.

□ **POLICY 309-2: *Southwest Sector - Residential Development***

- Encourage and assist housing conservation and rehabilitation.
- Buffer small pockets of housing in areas that are, or may eventually become, industrial or commercial.
- Support existing residential uses in mixed use areas.
- Encourage owner occupancy and home sharing.
- Support construction of smaller housing units and infill housing.

□ **POLICY 309-3: *Southwest Sector - Commercial Development***

- Develop neighborhood commercial districts.
- Improve both the appearance and function of commercial areas.
- Encourage neighborhood commercial development to reflect the ethnic character of neighborhoods.
- Implement zoning changes to improve commercial strips and protect neighborhoods.

□ **POLICY 309-4: *Southwest Sector - Industrial Development***

- Promote the Southwest Sector as a prime location for growth industries generating high levels of employment.
- Provide an adequate inventory of sites of varying sizes for industrial expansion.
- Demolish isolated, vacant industrial plants with no economic potential, especially along the Grand Trunk right-of-way.
- Modernize Union Produce Terminal and other food distribution-related facilities.
- Remove food and distribution plants in inappropriate locations.
- Discourage new industrial uses at the River's edge which do not need a river location. Improve the environmental quality resulting from industries.
- Improve industrial nodes and corridors from a design viewpoint.
- Continue development and take measures to increase the efficiency of the Port of Detroit.
- Continue development of the Foreign Trade Zone as needed.
- Increase uses of district heating and use of steam for industrial processing.

- Recycle surplus industrial and commercial buildings on a selective basis.
- **POLICY 309-5: *Southwest Sector - Transportation System***
 - Install a grade-separated railroad crossing at either Dearborn Street, West End, Green, Waterman, or West Grand Boulevard.
 - Support modernization of the rail system and expansion of the rail tunnel under the Detroit River. Encourage common carrier trucking.
 - Develop river roads from Fort Street to West Riverfront attractions such as the Bob-Lo docks, Riverside Park, and Fort-Wayne.
- **POLICY 309-6: *Southwest Sector - Recreation***
 - Enhance major points of public access to the water's edge at Fort Wayne and Riverside Park.
 - Acquire and develop small parcels for recreation use at least two acres in size throughout the area as opportunity permits.
 - Stabilize edges of the Detroit and Rouge Rivers.
- **POLICY 309-7: *Southwest Sector - Urban Design***
 - Recognize, enhance, and promote attractive or interesting features in the area: the Riverfront, the industrial landscape, Fort Wayne, ethnic communities, the Michigan Central Station, the Ambassador Bridge, and tourist information center area.
 - Construct viewing platforms and small parks to enable people to observe ships and industrial activities; relate these to the development of river-roads and a pedestrian/bicycle path.

JEFFRIES SUBSECTOR BOUNDARIES AND FEATURES

The boundaries of the Jeffries Subsector are the Edsel Ford Freeway on the north, the John C. Lodge Freeway on the east, the Fisher Freeway on the south, and the Jeffries Freeway on the west.

Well-known landmarks are the Jeffries Homes, Wayne State University's athletic campus, the Teamsters headquarters, the Michigan Osteopathic Hospital, Fountain Court, and Freedom Place. The Woodbridge neighborhood, now being rehabilitated, is also part of the subsector.

SUMMARY OF PLANNING ISSUES, JEFFRIES SUBSECTOR

One of the major problems is the very large amount of vacant land. Virtually whole blocks of housing have been abandoned and demolished near the Jeffries Homes and in other portions of the subsector. Despite the vacancy, desirable, affordable neighborhoods survive in the Jeffries Subsector. The continued existence of these neighborhoods and their eventual upgrading is seen as an important goal for the City.

Frontage along Grand River is currently underutilized and should be seen as a potential location for high intensity residential development with compatible commercial development.

Older industrial buildings can be recycled for growth industries employing large numbers of persons. Job retraining should be offered to unemployed adults and career-oriented education should be emphasized in the high schools serving the area.

The design and construction of a replacement facility for Tiger Baseball Stadium has been under study for a number of years. The location of such a facility has not been determined, however, a location near the current stadium is one of the options. In the meantime, an orderly plan for parking is needed in the area immediately north of the present Tiger Stadium.

JEFFRIES SUBSECTOR GOALS

Although this subsector has been particularly hard hit by urban problems generally, there is great potential. Its location near the Cultural Center and the Central Business District, strong ethnic ties and sense of community, and the sizable parcels of vacant land available for development all support the perception

of a revitalization of this area. Grand River would be the major corridor, intensely developed with a well-planned mix of residential and commercial uses, the neighborhoods would be rebuilt with new housing, and nearby industrial areas would supply good employment opportunities for the residents.

The concentration of health care facilities located in the vicinity of the Jeffries Freeway and Martin Luther King Blvd. is another anchor to long-term neighborhood stability and revitalization. Expansion of these facilities should be encouraged.

□ **POLICY 309-8: *Jeffries Subsector Policies***

- Upgrade and esthetically improve the Grand River frontage; encourage high intensity residential with compatible commercial uses.
- Develop a new commercial center, in a clustered rather than strip form, and include a full-service supermarket, drugstore, cleaners, etc. in the vicinity of Martin Luther King Blvd. and Grand River.
- Continue rehabilitation and conservation programs in the Woodbridge neighborhood.
- Improve maintenance of the Jeffries Homes.
- Provide interim uses for the vacant land near the Jeffries Homes and west of 14th Street, and ultimately assemble large parcels for the development of new housing.
- Provide infill housing where appropriate, in the area around Trumbull and Butternut.
- In general, consider existing residents as the primary users of new and rehabilitated housing in this subsector.
- Recycle older industrial buildings, encouraging growth industries with jobs for low-skilled workers.
- Develop an orderly plan for parking north of Tiger Stadium.
- For that portion of the Jeffries Subsector generally north of the Fisher Freeway and between the Lodge Freeway and Rosa Parks, discourage new

commercial parking from extending north of Spruce and west of Rosa Parks Boulevard, and also discourage commercial parking in the general area east of the alley east of Trumbull and north of Pine.

- In the area generally bounded by Spruce, Pine, Trumbull, and Rosa Parks, use existing housing techniques to preserve as much housing in the short-run as feasible.
- When City agencies or boards consider approvals or variances in the above areas, encourage buffering to be used to provide a transition and better relationship between adjacent residential and commercial parking areas.
- Encourage development of offices and retail facilities along Trumbull, but generally discourage further intrusion of office and retail facilities within the residential areas easterly and westerly from the Trumbull frontage.
- Support Tiger Stadium and its auxiliary uses and also support the objective that, wherever feasible, existing viable residential development should be retained and reinforced.
- For purposes of Section 82.0306 of the Zoning Ordinance, the area bounded by Trumbull, Michigan, Rosa Parks, Spruce, Cochrane, Perry shall be understood as nonresidential use, and open parking lots for private passenger vehicles in this area are permitted with approval uses.

CONDON SUBSECTOR BOUNDARIES AND FEATURES

The boundaries of the Condon Subsector are the Jeffries Freeway on the east, the Edsel Ford Freeway forms the northern boundary, Livernois Avenue is to the west, and the Conrail tracks lie to the south.

Well-known landmarks include the Condon Middle School, the St. Hedwig and St. Francis of Assisi Roman Catholic churches, and the West Warren senior housing tower.

The portions of the subsector inside West Grand Boulevard were built in the 1900-1918 period. Outside of the Boulevard, the homes are, on the average, a few years newer, although 98 percent of all residential structures were built before 1925.

SUMMARY OF PLANNING ISSUES, CONDON SUBSECTOR

The Condon Subsector does not appear to be as a single, cohesive entity. Rail lines, West Grand Boulevard, and Michigan Avenue split the subsector into about four or five separate communities. The easternmost of the communities (inside West Grand Boulevard) is represented by GROW (Grass Roots Organization of Workers). The GROW area, an older part of the subsector, has much in common with the adjacent Jeffries Subsector.

The other residential sections of Condon resemble adjacent portions of Tireman, Vernor-Springwells, or Chadsey. The neighborhoods, while advancing in age and declining in population, remain basically intact. The housing stock is wood-frame housing built for the working class 70 to 80 years ago, and thus requires heavy maintenance or repairs and replacement or upgrading of mechanical systems.

Concentrated programs of housing conservation could be applied to most of Condon, while it is recognized that some of the housing is beyond repair and some neighborhoods may eventually need total rebuilding.

Many of the factory buildings in Condon which are now closed should not be reoccupied. Possibly, some of the open plants should be relocated to more suitable areas within Detroit.

The Michigan-Junction commercial strip has shown recent signs of a modest rebirth. It should be encouraged to emerge as a commercial center, combining shopping, transportation, high-density housing for seniors and small families, and other functions and facilities which attract many people on a regular basis.

Environmental problems such as commercial blight, industrial truck traffic, industrial odors, and unkempt vacant lots must be tackled before any improvements can be expected in the housing stock. Tree planting has been identified as a local need, including along West Grand Boulevard.

CONDON SUBSECTOR GOALS

The Condon Subsector has a tradition of strong community involvement. This community spirit can be harnessed to help achieve maximum benefit from future revitalization programs. Much of the area needs rebuilding, but once needed economic improvements are in place, this rebuilding can start in earnest to restore this to an area of sound neighborhoods for families of moderate means, close to a wide variety of employment, shopping and recreation opportunities.

□ **POLICY 309-9: *Condon Subsector Policies***

- Implement housing conservation programs where feasible.
- Provide adequate land-use controls to separate housing from industry.
- Relocate industries to more suitable areas where feasible and needed to achieve better land-use patterns.
- Establish a commercial center at Michigan-Junction.
- Carry out demolition and maintenance of vacant land where needed.
- Encourage population growth; encourage new and rehabilitated housing targeted to projected market.
- Redirect Buchanan Avenue frontage from commercial to residential.
- Carry out needed environmental improvements in conjunction with any housing improvements.
- Implement a tree-planting program, especially along West Grand Boulevard.

TIREMAN SUBSECTOR BOUNDARIES AND FEATURES

The boundaries of the Tireman Subsector are the Jeffries Freeway on the northeast, the Conrail (former Detroit Terminal Railroad) tracks (and Dearborn city limit) on the west, and Warren Avenue and the Ford Freeway on the south. The Chesapeake and Ohio industrial spur runs north-south through the subsector, with the Kelsey-Hayes plant and the Detroit Edison service shops being the major industrial development in the Chessie Corridor. Other than the industrial belt along each railroad line and a small amount of strip commercial, the subsector is residential.

SUMMARY OF PLANNING ISSUES, TIREMAN SUBSECTOR

It is clear that Tireman's neighborhoods have certain strengths and stabilizing factors. But it is equally clear that all neighborhoods have already experienced blighting influences, and are experiencing difficulty in attracting or retaining younger families.

An increase in retail facilities and programs to address destabilizing influences are needed, along with more employment.

The Chessie industrial corridor has the potential for job creation. In order for more employment to be created in southwest Detroit, this corridor is one of the areas that could be used to accommodate industrial growth.

Beautification and facade improvement may help to stabilize the Warren-McGraw commercial area; such a program has begun. In addition, an entirely new convenience retail center is recommended for the intersection of Tireman and Epworth. This center would not only fill a need for retail services, but would help foster a sense of community and more of a positive feeling, or sense of place for Tireman Subsector's various neighborhoods.

TIREMAN SUBSECTOR GOALS

This area has experienced some decline, as have most neighborhoods in this part of the City. The major needs are more employment, better shopping, and housing stabilization. With an increase in industrial facilities, a new retail center and a program of neighborhood improvement, coupled with better organization of land uses, the Tireman Subsector will become an increasingly desirable balanced community where a family can live, work, and play in close proximity to many of the City's major resources.

❑ POLICY 309-10: *Tireman Subsector Policies*

- Encourage industrial growth in the Chessie rail corridor.
- Upgrade the Warren-McGraw commercial area.
- Establish a new retail center at the intersection of Tireman and Epworth; include senior citizen housing. Rezone industrial land to accommodate this change.

- Increase the stock of sound housing - both rehabilitated and new units - for small households, as market projections indicate, and encourage owner-occupancy.
- Where pockets of housing are in areas where industrial expansion is desirable, buffer these housing areas through use of TM (Transitional Industrial) zoning.

VERNOR-JUNCTION SUBSECTOR BOUNDARIES AND FEATURES

The Vernor-Junction Subsector is generally bounded by West Grand Boulevard on the east, the Fisher Freeway on the south, and the Conrail-Grand Trunk embankment on the northwest. On the north, the Subsector goes up to and includes the old Clark Street Cadillac plant (now vacant). Well-known landmarks and features include the Cadillac plant, along with Clark Park, Western High School, Holy Redeemer Roman Catholic Church, and the Vernor-Junction commercial area.

SUMMARY OF PLANNING ISSUES, VERNOR-JUNCTION SUBSECTOR

Neighborhoods near the industrial corridor (generally near or north of Toledo Avenue) have been showing signs of deterioration. This area accounts for most of the Subsector's housing-related problems and most of the Subsector's recent population losses and demolition.

Many of the scattered, small industrial plants (whether in operation or vacant) along the Grand Trunk and Conrail railroads are directly adjacent to housing. Whether or not reoccupancy of the vacant plants should be encouraged is questionable.

Other than Clark Park, the area is short of recreation facilities; this need should be addressed to the extent possible.

VERNOR-JUNCTION SUBSECTOR GOALS

This area has experienced considerable distress relating mainly to the general decline in the manufacturing sector of the City's economy. The challenge now is to conserve and revitalize viable industries and neighborhoods, remove what is obsolete, and rebuild for the future with new growth industries and housing developments which provide sound, safe living areas near places of employment, convenient, attractive shopping and adequate recreation opportunities.

❑ **POLICY 309-11: *Vernor-Junction Subsector Policies***

- Develop long-range plans for reindustrialization.
- Provide adequate buffering between industry and housing.
- Use zoning to insure compatible land-use relations between existing development and new construction, be it new industry near existing housing or vice-versa.
- Improve existing mixed-use industrial and housing areas with landscaping.
- Phase out obsolete industrial facilities, especially where adjacent to viable housing.
- Provide improved recreation facilities including neighborhood parks and a recreation center.

HUBBARD-RICHARD/CORKTOWN SUBSECTOR BOUNDARIES AND FEATURES

The Hubbard-Richard/Corktown Subsector is generally bounded by the Fisher Freeway on the north, the Central Business District on the east, the Detroit River on the south, and West Grand Boulevard on the west. The Subsector is named after the two residential neighborhoods that it includes.

Well-known landmarks, in addition to the former Amtrak train station, include the Ambassador Bridge, Riverside Park, St. Anne's Roman Catholic Church, Tiger Stadium, and the Mexican-American commercial areas on Bagley and Vernor. The Jeffries Freeway, bridge plaza, and truck routes greatly divide the Subsector, and a major rail yard and rail ferry docking facility occupy more than half of the Subsector's share of the riverfront.

SUMMARY OF PLANNING ISSUES, HUBBARD-RICHARD/CORKTOWN SUBSECTOR

Much of the Hubbard-Richard/Corktown Subsector is part of a development project (West Side Industrial #1 and #2, Hubbard-Richard, and Corktown), or else is considered a possible development location by virtue of riverfront location or proximity to the Central Business District. Almost every portion of this Subsector presents issues related to land use or development. Zoning issues tend to be more prominent and important in this Subsector compared to elsewhere in the City. Traffic problems are also present, particularly along Michigan Avenue and Rosa Parks. Truck traffic impacts residential areas.

Preston Elementary School has been closed. Children must cross the freeway or bridge plaza to attend Webster School.

The Ambassador Bridge area has presented many issues as the bridge plaza and associated public and private facilities are in the middle of the Hubbard-Richard community and there are numerous traffic and land use conflicts. The fact that the bridge is a major international truck route has contributed to this condition. The Federal Government has completed a Customs inspection station for trucks, and private truck terminals related to Bridge traffic are found at various adjacent or nearby locations. Current plans call for a greatly expanded U. S. Customs service inspection area and an expanded bridge plaza area.

Automobile-oriented facilities near the Bridge include, or will include: duty-free shops both to the east of the Fisher Freeway and to the west and a proposed Michigan Department of Transportation tourist information center.

The portion of the riverfront west of Rosa Parks to the Ambassador Bridge is a prime area for redevelopment; however, transportation infrastructure would have to be relocated and this would be costly.

Immediately north of the Riverside Park is a potentially prime development site with views of the River. Currently, that land is vacant or in use for light industry and truck terminals.

The Michigan Avenue corridor, including the Tiger Stadium area, is seen as a potential development site because of its location near Corktown and the downtown area and along a major thoroughfare. It is envisioned that the Michigan corridor will be gradually upgraded with new development; deteriorated, under-utilized, or inappropriate development will be replaced.

The presence of Tiger Stadium has long had an impact on the surrounding community related to traffic, parking, and fan disturbances. A major step toward relieving this problem was the implementation of the resident parking program in 1987. However, a need for further traffic and parking improvements exists.

Infrastructure improvements are needed to alleviate flooded streets, alleys, and basements; provide better street lighting; repair streets, alleys and sidewalks; and, replace worn utilities. Improvements are needed to provide more and better open space. Improved convenience shopping is also an expressed need in certain parts of this Subsector.

A major issue underlying many of the problems in this area is the loss of population that has occurred over the past two decades. While this has been a problem for Detroit generally, it is acutely perceived here as the root cause of housing abandonment and loss, declining levels of services, loss of shopping facilities and general deterioration of the community.

HUBBARD-RICHARD/CORKTOWN GOALS

The Hubbard-Richard/Corktown Subsector is an important and valuable part of the City. It is a major international gateway to Detroit and to Michigan. Its rich and diverse history, mix of population groups, important landmarks, economic activity, proximity to the downtown area, and strong community organization all combine to make this area truly unique. Further, because of these features and because of growth that can be stimulated by major new developments including duty-free shopping, the Tourist Information Center, the possibilities for the revitalization of the Tiger Stadium area and the potential for new industrial activity, this Subsector is in a very good position to make a major recovery. The goal is to achieve the rehabilitation of the existing community and preserving its unique character while adding major new housing, shopping, service, and recreational facilities and economic development. The following policies are designed to implement this goal.

❑ POLICY 309-12: *Hubbard-Richard/Corktown Subsector Policies*

- Encourage population growth.
- Continue to build a good living environment through the gradual removal of abrasive uses and continued protection against nonconforming uses; buffering

and proper siting of new light industrial or transportation-related facilities (such as the Bridge plaza), and continued upgrading of housing.

- Provide increased support and strengthening of the Mexicantown commercial district on Bagley and Vernor, and support the expansion of this commercial area along Bagley east of the Fisher Freeway. Provide adequate parking for this area.
- Encourage high-intensity residential/commercial development to replace lower intensity and aging light industrial and commercial properties, especially north of Riverside Park, along parts of the Michigan Avenue corridor through the Subsector, and along part of Fort Street, especially near the Central Business District.
- Prevent the penetration of high intensity development into Corktown south of the Michigan Avenue frontage.
- Consider long-range potential development on part or all of the riverfront rail yards, utilizing air rights over the tracks, if feasible.
- Encourage infill housing where needed, and a new housing development on the cleared parcel near St. Anne's Church. Encourage other new housing at appropriate locations throughout the area.
- Make every effort to provide new housing in the Hubbard-Richard area prior to Bridge plaza expansion. Consider manufactured as well as site built housing. Upgrade alleys, sidewalks, curbs, utilities and public lighting to contemporary standards.
- Consider a historic street lighting program in the historic Corktown area.
- Continue light industrial development until the West Side Industrial #2 project is complete.
- Resolve traffic conflicts: provide better access from Fort Street to the Ambassador Bridge plaza; downgrade Lafayette Avenue where it carries heavy volumes of traffic through Hubbard-Richard; eliminate truck traffic from residential streets; consider using traffic signals (blinking lights) to reduce noise levels from truck traffic during low traffic hours.

- Consider a special transportation link along Michigan Avenue to connect the Downtown People Mover system with the Michigan Central Depot.
- Provide a new public elementary school east of the Fisher Freeway when warranted by population increases.
- Prohibit the blocking of West Grand Boulevard at the entrance to Riverside Park by trains.
- Support social, recreational, and cultural programs related to the needs of special groups including immigrants, non-English speaking, the elderly, and the poor.
- Promote the tourist potential of the Hubbard-Richard/Corktown Subsector, focusing on such attractions as Tiger Stadium, Riverside Park, historic neighborhoods, Mexicantown and ethnic restaurants, St. Anne's Church, the Ambassador Bridge and related facilities. Insure that the proposed new Tourist Information Center gives adequate priority to promoting these attractions in the immediate area.
- Continue to study the feasibility of developing a pedestrian-bicycle path connecting downtown to Fort Wayne, along West Jefferson, West Lafayette, or some other route.
- Encourage increased coordination of the different community groups and agencies working in this area. "Market" the area as a good place to live, work, and play.
- Encourage the continuation of Tiger Stadium, either as a new or rehabilitated facility, in its present location or close proximity. Provide adequate parking, and contain traffic, parking, and other impacts to a designated area north of Michigan Avenue.
- Develop and implement a traffic routing plan for ball park traffic. Encourage "theme-town" shuttle buses to and from the Stadium, and provide a bus containment area.
- Encourage historic designation for the area generally bounded by 14th Street, Bagley, Rosa Parks, and the Fisher Freeway.

- Upgrade outdoor open space in the Most Holy Trinity Plaza and playlot areas, Dean Savage Park, Muliatt Park, St. Vincent de Paul School open field, and Roosevelt Park.
- Create a new "pocket" park on existing open space at Leverette and Tenth.

SPRINGWELLS SUBSECTOR BOUNDARIES AND FEATURES

The Springwells Subsector is generally bounded by the Dearborn City limit and Woodmere Cemetery on the west, the Conrail-Grand Trunk railroad embankment on the southeast, and Conrail's junction yards on the north.

North of Dix Highway, virtually all of the land is in rail yards and other heavy industry. South of Dix is residential, except for the Vernor-Springwells commercial area and some industry along the Grand Trunk. Patton Park is the best-known feature other than those mentioned above.

SUMMARY OF PLANNING ISSUES, SPRINGWELLS SUBSECTOR

One-story bungalows on small lots are one of the more common housing types in Springwells. These homes, now 60 years old or so, are in need of concentrated maintenance. Thus far, the degree of maintenance, overall, is very satisfactory.

There is a degree of conflict (or a lack of separation) between industry and homes in the Springwells Subsector, particularly in regard to truck traffic.

The industrial area between Dix and the Junction yards provides very little employment, considering the land area consumed. It is one of the largest sites in Detroit that could be assembled with very little relocation for job-producing industrial development.

Springwells includes Conrail's intermodal yard and many other transport facilities. This makes the Subsector an ideal location for food industries currently occupying cramped facilities, or inappropriate locations such as residential streets. Being close to major southwest and Downriver pollution sources, Springwells is deeply affected by environmental problems.

SPRINGWELLS SUBSECTOR GOALS

The Springwells Subsector is a community closely tied to the industrial heart of the City and should remain so. The goal, therefore, is to insure that the area becomes as increasingly sound and attractive residential community, close to places of employment but shielded from undesirable impacts from nearby industries.

□ **POLICY 309-13: *Springwells Subsector Policies***

- No significant changes in land use and only minor zoning changes are recommended for the Springwells Subsector.
- Take measures to further stabilize the Springwells community through such programs as the commercial area project.
- Increase efforts toward housing conservation, infill housing, and more housing for seniors.
- Closely scrutinize the existing multiple housing stock during the coming years to see what sorts of programs may be needed to insure its survival, if problems develop.
- Consider food processing and distribution as a labor-intensive industry to develop in this Subsector.
- Provide better bus service in the Springwells Subsector. Improve enforcement of environmental protection measures.

CHADSEY SUBSECTOR BOUNDARIES AND FEATURES

The Chadsey Subsector boundaries are Warren Avenue on the north, Livernois on the east, the Conrail main rail line on the south, and the Dearborn city limit on the west.

The Subsector is residential and industrial. It is bisected by the Edsel Ford Freeway and Michigan Avenue. Notable features include Chadsey High School, the old DeSoto plant (now a Chrysler parts plant), large truck terminals, and other heavy industry at the southern edge of the Subsector, and numerous ethnic churches.

SUMMARY OF PLANNING ISSUES, CHADSEY SUBSECTOR

The advancing age, small size, and wood-frame construction of the typical Chadsey Subsector house suggests a need for City attention in the future.

Lack of separation of industrial uses from residences is a problem here. While the pattern of industrial and residential land in Chadsey is not as chaotic as in other parts of southwest Detroit, there are areas of conflict, notably the industrial pocket northwest of the intersection of Martin and McGraw. In some cases, buffering is needed between industry and housing. In other cases, relocation of industry to other sites within Detroit may be appropriate. A review of the zoning is needed to eliminate some of the conflicts.

Active conservation of homes, support of local businesses, and downzoning of certain commercial streets and fringe industrial areas will help insure that Chadsey will remain a viable and livable community. The basic housing strategy starts with the fact that the single and multiple housing is overwhelmingly owner-occupied and in good condition. The same housing, though, is small, wood frame, and 60 to 70 years old, on small lots. With few exceptions, the current housing should be retained.

CHADSEY SUBSECTOR GOALS

The Chadsey Subsector is a residential community closely integrated with the City's network of industrial corridors. The goal is to conserve and enhance existing housing, preserving its character and providing adequate separation and buffering from adjacent industrial uses and impacts.

❑ **POLICY 309-14: *Chadsey Subsector Policies***

- Provide a program of active housing conservation and support of local businesses.
- Downzone surplus or obsolete commercial and industrial land.
- Explore more labor-intensive industries for under-utilized sites such as the scrap yards or portions of the Chrysler property.
- Explore ways to remove truck traffic from affected residential streets.

- Ultimately, provide a higher degree of separation between industrial and residential land uses.

WEST RIVERFRONT SUBSECTOR BOUNDARIES AND FEATURES

The West Riverfront Subsector is generally bounded by the Detroit River, the Rouge River, the Fisher Freeway, and West Grand Boulevard.

The West Riverfront Subsector is primarily nonresidential and displays great complexities in land issues. Heavy industry, rail and port facilities, and heavy utilities such as two electric-power generating plants, and the region's main sewerage treatment plant dominate the subsector. Residential uses (several neighborhoods collectively known as Delray) are surrounded by industry.

Major features and landmarks are listed in a generally east to west order: the Port of Detroit, the City's Mistersky power plant, Fisher Body Ternstedt Plant, historic Fort Wayne, the Detroit Edison plant, Allied Chemical, Southwestern High School, Union Produce Terminal, the Fisher Body Fleetwood Plant, Peerless Cement, the sewerage treatment plant, a salt mine, and Woodmere Cemetery.

SUMMARY OF PLANNING ISSUES, WEST RIVERFRONT SUBSECTOR

The West Riverfront includes southwest Detroit's major industrial corridor. As such, it will be the location for many of Detroit's reindustrialization activities. Vacant industrial plants and vacant industrial land are already available for expansion of industries. In certain areas, industrial corridors can be expanded into marginal residential pockets. An expanded district steam system for heating and industrial processes is another potential development tool.

One very important planning issue is the future of Delray as a residential community. The City advocates retention of Delray as a community, including housing, schools, churches, the health center, and commercial and retail services. Many changes may be needed. In Delray, the general goal of accommodating reindustrialization within existing industrial corridors is not entirely feasible because of the current intermixtures of land uses.

Port improvements are related to changing port functions and the Foreign Trade Zone (FTZ). Large-scale expansion of berthing space is unneeded unless current trends completely reverse. However, the Foreign Trade Zone and the container barge operations creates a need for warehouse, outdoor storage, and container

handling spaces. Much of this activity will occur inland from (north of) Jefferson Avenue.

WEST RIVERFRONT SUBSECTOR GOALS

Because of the importance of this area to the industrial economic base of the City, the challenge here is to allow the operation and expansion of industry while retaining a viable residential community. The future should see this area with sound, comfortable neighborhoods built upon the existing residential base, served with adequate shopping, entertainment, and community facilities but structured so as to coordinate with the healthy growth of Detroit's reviving and evolving industrial base.

❑ POLICY 309-15: *West Riverfront Subsector Policies*

- In order for Delray to survive as a residential community, give encouragement to all needed community support systems: shopping, schools, recreation, etc.
- Rehabilitate or replace housing as needed.
- Improve air quality.
- Protect housing in the Delray community against industry by changing the zoning of the edges of industrial corridors near residences from M4 to M2.
- Rezone scattered housing pockets in areas more suitable for industrial use to Transitional Industrial (TM).
- Develop Fort Wayne as a major waterfront recreational resource, making up for the shortage of major recreational attractions in southwest Detroit.
- Develop a recreational and commuter pedestrian-bicycle path between Fort Wayne and the Central Business District.
- Provide for selected expansion of port facilities and the implementation of Foreign Trade Zone activities.
- Encourage older industrial establishments which continue to prosper or which will be needed in the future to remain: included in this category are all freight transportation facilities, the food processing and distribution industry, and all industries related to the port or using water for transportation.

- Exploit the current or potential tourist attractions of the West Riverfront to the fullest: Fort Wayne, Delray, the salt mines, and the industrial corridors.

BOYNTON SUBSECTOR BOUNDARIES AND FEATURES

The Boynton Subsector consists of that part of Detroit beyond (or southwest of) the Rouge River. It borders the cities of River Rouge, Ecorse, Lincoln Park, and Melvindale by land boundaries; Detroit and Dearborn lie across the Rouge River boundary.

Boynton includes heavy industry, and its residential districts find themselves within a mile or two of large industrial complexes such as National Steel in Ecorse, the Ford Rouge plant in Dearborn, or the Marathon Oil refinery, which is within the subsector.

This is a much newer part of the City. Only 19 percent of the residential structures were built before 1925, as compared with 36 percent for the City as a whole.

SUMMARY OF PLANNING ISSUES, BOYNTON SUBSECTOR

The factor which may be most critical to Boynton is the economic decline of the Downriver region of southwest Michigan. Many Boynton residents are employees of Downriver chemical, steel, and automobile plants, or else are on layoff or pension. Unless Downriver recovers, Boynton will share the economic difficulties.

BOYNTON SUBSECTOR GOALS

This area is closely related to the Downriver industrial conglomerate. The future should see this area prosper as new industries evolve from the old. Residential neighborhoods such as Boynton will become increasingly desirable as attractive balanced communities within close proximity to a wide range of employment opportunities.

□ POLICY 309-16: *Boynton Subsector Policies*

- Take measures to maintain and protect neighborhoods by cleaning up or buffering the industrial and commercial land uses, and promote an increased intensity of commercial and industrial development. In the more solid

residential area (particularly the area south of the Wabash Railroad), provide normal services.

- Implement housing conservation programs in areas that are seeing signs of housing neglect or aging.
- Work toward developing reciprocal agreements with the Ecorse and River Rouge city governments to provide services.
- On south Fort Street, which was never fully developed as a general business district, high-density housing and a small convenience goods shopping center.
- Encourage housing and neighborhood-scale commercial development on portions of Schaefer and Oakwood.